

Fuel for Thought

March 2004

The 939th Air Refueling Wing, Portland, Ore.

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Worldwide, 24/7

Air Force services “delivers”

by Capt Charles Knapp
939th Services Flight Commander

Everyone who works for Air Force Services is part of something much larger than their own job. Air Force Services makes a difference in the lives of service members and civilians from the front line to the home front, twenty-four hours a day, 365 days a year.

The trouble is that most people who benefit from the good things from Air Force Services don't know the full scope of our organization. Let me build some awareness of Services and spotlight the multitude of programs and facilities operated in support of the Air Force mission.

Air Force Services is there on the front line around the world (939 SVF currently has 5 personnel on AEF tours, 90

day tours, or extended TDY's – from Great Britain to the AOR). Services sets up field kitchens, lodging, fitness and



Captain Charles Knapp

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recreation for deployed troops and provides mortuary and Honor Guard services for the fallen and those left behind. At home, we meet community needs every day for troops and their families by providing childcare, dining facilities, lodging, youth centers, outdoor recreation programs and much more.

The 939 Services Flight is people. And no matter the complexity of the mission these outstanding airmen will get the job done – our motto is “We deliver...Yes we can.”

The below “big picture” will provide you with additional context of the varied and diverse missions of Air Force Services.



Scope of Operations Big Picture

- 7,697 personnel postured for deployment (AD & ARC)
- honor guard
- port mortuary
- survivor assistance
- AF protocol
- 122 fitness centers
- 283 dining facilities
- 76 community centers
- 97 lodging operations
- 250 child development & school-age care centers
- 84 youth centers
- 107 libraries
- 87 skills development centers
- 122 club operations
- 84 bowling centers
- 80 golf facilities
- 26 aero clubs (300 aircraft)
- 93 outdoor recreation operations
- 101 rec equipment check-outs
- 67 tickets and tours operations
- Armed Forces Entertainment (AFE)
- 4 base restaurants
- 40 recreational shooting ops
- 15 audio clubs
- Liaison for AAFES issues
- Liaison for commissary issues
- 8,526 military (AD, AFR, ANG)
- 39,767 Civilians (APF, NAF, CME)

Congratulations

Civilian

Awards

Matthew Granahan 939MSS
Matthew O'Donnell 939OSF
Holly Sturdavant 939MSS

David P. Craig

939CF

Appointments

Jerone V.S. Aguinaldo 939SVF
Caleb M. LaFountain 939OSF
Jackie J. Neale 939MXS
Edith Riggins 939MSS
Kevin R. Stevens 939MDS

Promotions

Karen E. Carter 939MSS

Military

Meritorious Service Medal

Lt Col Elaine K. Barron 939ARW
SMSgt Charles L. Byrd 939ARW
SMSgt James J. Patterson 64ARS
MSgt Robert W. Davis 939CES
MSgt Carl A. Golden 939ARW

SMSgt James J. Patterson 64ARS
MSgt Dale Dorszynski 939CES
MSgt Robert F Maca 939CES
MSgt Debbie M. Merrill 64ARS
MSgt Tom Welch 939CES
TSgt Gregory W. Bartel 939AMXS
TSgt Quentin Graham 939CES
TSgt David L. Nelson 939AMXS
TSgt Brian C. Parret

AF Commendation Medal

Lt Col Donna M. Refuerzo 939ARW
Lt Col Randall A. Ogden 64ARS
Maj Douglas P. Miller 64ARS
Maj Nancy Ronan 939MDS
Maj Scott A. Synder 939OG
Maj Alan R. Thurber 64ARS
CMSgt Robert Davis 939CE

AF Achievement Medal

SMSgt William Markgraf 939CES
MSgt Frank Barns 939CES
TSgt Cliff Prejean 939CES
TSgt Rod Walters 939CES
SSgt John Wanner 939CES
SrA David Powell 939CES
SrA Erich B. VanKirk 939CES
SrA Vicky Vigil 939CES

Fuel for Thought

This funded Air Force newspaper is an authorized publication for the men and women of the 939th Air Refueling Wing, Portland, Ore. Contents of Fuel for Thought are not necessarily official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force. The content is edited, prepared and provided by the public affairs office of the 939th Air Refueling Wing (AFRC), Portland IAP, Portland, Ore. Photos are Air Force photos unless otherwise noted. Submissions are appreciated. The mail address is: 939 ARW/PA, (Attn: Fuel for Thought), 6801 NE Cornfoot Road, Portland IAP, Portland, OR., 97218-2797.

We may also be reached via telephone at 503-335-4621 or 4619, via fax at 503-335-4210, or via e-mail at roger.edwards@portland.af.mil.

939 ARW Commander

Col. Mark A. Kyle

Chief of Public Affairs

Maj. Karen Magnus

Public Affairs Specialist/Editor/Admin

Roger A. Edwards



photo by MSgt Greg Thress

Maj Nancy Ronan, 939th Medical Squadron, was presented the Air Force Commendation Medal by Col James E. Ostrander, squadron commander, in a ceremony held during the February UTA.



photo by MSgt Greg Thress

SrA Christa Abbott, 939th Medical Squadron (above), was promoted to staff sergeant by Col James E. Ostrander, squadron commander, in a ceremony held during the February UTA. Following the promotion ceremony Medical's first sergeant, MSgt Judy Riley (below), inducted the new NCO into the ranks of Air Force non-commissioned officers.



photo by MSgt Greg Thress

A1C Morgan O'Dell, 939th Medical Squadron, was promoted to senior airman by Col James E. Ostrander, squadron commander, in a ceremony held during the February UTA.



photo by MSgt Greg Thress



photo by MSgt Greg Thress

SrA Carrie Roth, 939th Medical Squadron, was presented a plaque designating her as Airman of the Quarter, 1st Quarter 2004, in a ceremony held by Col James E. Ostrander, squadron commander, during the February UTA.



photo by MSgt Greg Thress

SrA Mark Johnson, 939th Medical Squadron, was presented a plaque designating him as Airman of the Quarter, 4th Quarter 2003, in a ceremony held by Col James E. Ostrander, squadron commander, during the February UTA.



photo by MSgt Greg Thress

SMSgt Karen Carter, former 939th CES first sergeant, was presented with the First Sergeant's Council Recognition Award in a ceremony held during the February UTA. Col Mark Kyle, 939th Wing Commander made the presentation.



photo by MSgt Greg Thress

SMSgt Nicholas Watts, former 939th LRS first sergeant, was presented with the First Sergeant's Council Recognition Award in a ceremony held during the February UTA. Col Mark Kyle, 939th Wing Commander made the presentation.



photo by Maj Karen Magnus

Col Mark Kyle, 939th Air Refueling Wing Commander, presents thank you certificates and letters to Army SSg John J. Reyes, Jr. (left) and PFC Scott R. Oslund, Army Security Force Members mobilized to assist with base security. The soldiers were demobilized on February 3.



photo by MSgt Greg Thress

Col Donald Calvin, 939 Air Refueling Wing Vice Commander, presents SSgt Melinda Harwood with the certificate she earned by acing her Command Post Technical School course of study. The presentation was made in a ceremony held during the February UTA.



photo by Maj Karen Magnus

CMSgt Robert Davis, 939th CES, is presented with an Air Force Commendation Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

MSgt Dale Dorszynski, 939th CES, is presented with an Air Force Commendation Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



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photo by Maj Karen Magnus

TSgt Brian Parret, 939th CES, is presented with an Air Force Commendation Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

TSgt Quentin Graham, 939th CES, is presented with an Air Force Commendation Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

SMSgt William Markgraf, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



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MSgt Frank Barns, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

TSgt Rod Walters, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

TSgt Cliff Prejean, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

SSgt John Wanner, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

SrA David Powel, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by Maj Karen Magnus

SrA Vicky Vigil, 939th CES, is presented with an Air Force Achievement Medal by Maj Eric Schadler, squadron commander, in ceremonies held during the February UTA.



photo by MSgt Greg Thress

TSgt David Nelson is presented with the Air Force Commendation Medal he earned with his outstanding work while at Fairchild AFB. Maj Kirk Peddicord, 939AMXS Commander, conducted the presentation in ceremonies held during the February UTA.

New PJs

The 304th Rescue Squadron grew by four new members February 17 when Steven Green, Eric Johanesen and Kenneth Kramer (left to right) enlisted to become pararescuemen, and Timothy J. Conklin transferred in from Moffett Field, Calif. They will undergo approximately 18-months of training to become functional in their chosen field.



photo by Roger Edwards

Tri-care improves for Reservists

WASHINGTON – The Department of Defense announced Feb. 12 that it will implement provisions of the “2004 Temporary Reserve Health Benefit Program” for eligible reserve component sponsors and their family members.

The Emergency Supplemental Appropriations Act and the National Defense Authorization Act for fiscal 2004 authorized new health benefits, some permanent and some temporary. The 2004 Temporary Reserve Health Benefit Program includes three temporary TRICARE benefit provisions. Some provisions are effective as of Nov. 6, 2003, and all expire Dec. 31, 2004.

“These new temporary provisions were designed by Congress to improve readiness and enhance access to care for reserve servicemembers and their families,” said Dr. William Winkenwerder Jr., assistant secretary of defense for health affairs. “We are implementing these new provisions as soon as possible.”

TRICARE Management Activity will implement the new provisions in phases starting in the spring. Total expenditures for these new provisions may not exceed the \$400 million limit established by Congress for fiscal 2004. One provision temporarily authorizes TRICARE medical and

dental coverage for reserve component sponsors activated for more than 30 days and their family members. Eligibility begins either on the day the sponsor receives delayed-effective date active-duty orders or 90 days prior to the date the active-duty period begins, whichever is later.

A second provision temporarily extends eligibility for TRICARE benefits to 180 days under the Transitional Assistance Management Program for reserve component sponsors who separate from active-duty status between Nov. 6, 2003, and Dec. 31, 2004, and their eligible family members.

The third provision temporarily extends TRICARE medical benefits to Reserve component sponsors and family members who are either unemployed or employed but not eligible for employer-provided health coverage.

These temporary provisions end Dec. 31, 2004.

“We encourage reserve component sponsors and family members to save health care receipts, claims and explanation of benefits for dates of service from Nov. 6, 2003, through Dec. 31, 2004,” said Winkenwerder. “This is necessary in the event the sponsor is determined to be eligible and the care qualifies for retroactive TRICARE reimbursement once the 2004 Temporary Reserve Health Benefit Program begins.”

The three permanent health benefit provisions of the 2004 authorization act are benefit counselors for the reserve component in each TRICARE region, authorization for medical and dental screening and care for members alerted for mobilization, and TRICARE eligibility for reserve officers pending orders to active duty following commissioning.

Additional information for reserve component families, who have questions regarding the TRICARE benefit or need assistance processing claims, are available on the Web at <http://www.TRICARE.osd.mil/> and the Reserve Affairs Web site at <http://www.defenselink.mil/ra>.

Each TRICARE region will soon have a designated beneficiary counseling and assistance coordinator available to assist members and families with understanding and using their enhanced benefits. (Air Force Reserve Command News Service from a DOD news release)



photo by MSgt Greg Thress

Newly promoted MSgt Gary Tropole is congratulated by Maj Kirk Peddicord, 939AMXS Commander, on his promotion in ceremonies held during the February UTA.

Ask Sergeant Look Sharp

Question of the Month

Chapter 3 – Table 3.6 - Pg 101

I am getting married in my service dress, can I wear an Aiguillette...

Aiguillettes distinguish officer aides and attachés. The aide to the President and Vice President of the US, White House social aides and aides to foreign heads of state, wear aiguilette on the right; other aides and attachés on the left. The only members authorized to wear an Aiguillette are USAF Honor Guard, and Arlington National Cemetery Chaplains, Base Honor Guard, Color Guard, Drill Team, Military Funeral Detail, and Office of the Joint Chiefs of Staff Military Security Force.

Reference: AFI36-2903AFRCSup1

Chapter 5 – Para 5.5 Pg 112

Did you know...

Authorized Individuals may wear the Leather A-2 flying jacket with flight suit, hospital whites, or service uniforms (not service dress uniform). Do not wear with civilian clothes. Attach MAJCOM patch and name tag with velcro. Name tag is 2 x 4 inches, brown or black leather, simulated leather. Emboss with wings, first and last name, rank, and USAF. Members may add an inside pocket, at their expense, when it does not detract from the external appearance. The Wing and Star patch maybe worn by individuals not assigned to a MAJCOM. Issue brown leather flying gloves may be worn.

Reference: AFI36-2903AFRCSup1

Acronym of the month...

TACP—Tactical Air Control Party

Reference: AFI36-2903

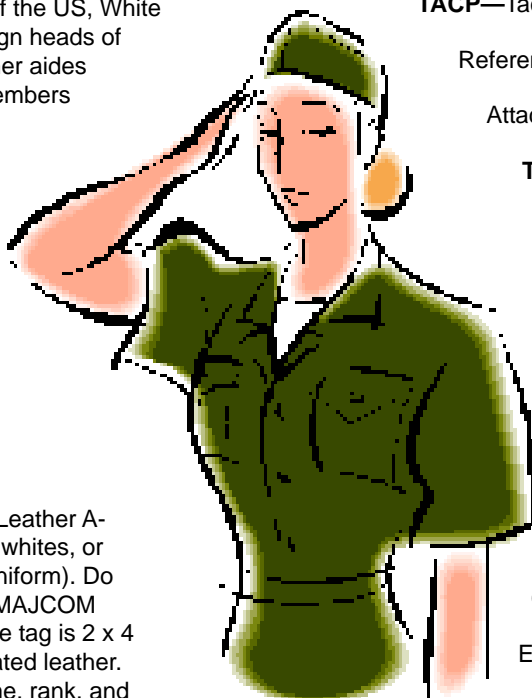
Attachment 1 - Pg 130

Term of the month...

Field Conditions—Those conditions that provide member with temporary sleeping accommodations not suitable for regular occupancy, and subsistence that includes rations or prepared meals common to the operation. These conditions occur during operations, maneuvers, war games, and field exercises, actual or simulated.

Questions, Comments Suggestions,

E-mail neal.therrien@portland.af.mil



Home Depot offers Support

Home Depot stores, through a volunteer program called "Project Home Front," are providing up to \$1,000 for home repairs to families whose military sponsors are deployed. There is an application process at the Home Depot website at: <http://www.projecthomefront.org/>.

Please pass this info on to family members you know whose military sponsor is deployed.



photo by MSgt Greg Thress

MSgt Mike Green was presented a layette by Maj Kirk Peddicord, 939th Aircraft Maintenance Squadron Commander, in recognition of the birth of his new baby. The presentation occurred in ceremonies held during the February UTA.

AFROTC cadets tour base see refueling mission

On February 11, 2004, nine cadets from the University of Portland AFROTC program went on an orientation flight with the 939th Air Refueling Wing and watched eight F-16s being refueled.

*photos by
Maj Karen Magnus*



Capt Louis Freeman, aircraft commander, and Maj John Prigmore, co-pilot, provide answers to questions for an AFROTC cadet on a refueling mission.

Boom operator and three of the cadets (left) take a lunch break between refuelings.

TSgts James Macie and Todd Lester (lower left) were boom operators during the AFROTC orientation flight.

An F-16 being refueled (below) during the Cadet orientation flight.



Portland's volunteers

Honor Guard recognized



photo by Maj Karen Magnus

The McChord Honor Guard presented Portland's Honor Guard with an eagle in appreciation of the efforts made by the relatively new team in support of their mission. SMSgt Karen Carter and MSgt Rocky Hart, Portland Honor Guard members, received the eagle via Col Mark Kyle in ceremonies held during the February UTA.



Ms Dampier, family northward bound



photo by Maj Karen Magnus

Departing Christina Dampier poses with co-worker Mike Kays and one of the items presented to her by members of the wing financial management office. Mrs Dampier worked her last day in Portland on February 4 – flying out to Alaska the next day. Of the calendar she received she said with a grin, "It's got pictures of the animals I'll be seeing everyday on my way to and from work."

Among the guests at the first annual Honor Guard Breakfast at McChord Air Force Base on February 12, were men and women representing the 939th Air Refueling Wing Honor Guard.

"The breakfast was held to recognize all commanders who support the Honor Guard by allowing their troops the time to participate," said MSgt Rocky Hart, Portland's Honor Guard NCOIC and only full time member. "We were invited to participate because of the load we've taken off of the McChord Honor Guard in our area."

Attending from Portland were Col Mark Kyle, 939ARW Wing Commander, Lt Col Elaine Barron, 939th Mission Support Group Deputy Commander, Maj Constance Jenkins, 83rd Aerial Port Squadron Commander, Maj Karen Magnus, 939th Chief of Public Affairs, Capt Charles Knapp, 939th Services Flight Commander and Honor Guard Officer in Charge and SMSgt Karen Carter and MSgt Hart representing the members of Portland's Honor Guard.

"Our group is relatively new," MSgt Hart continued. "We've only been together about seven months. In that time though, our small group has taken care of 137 funerals in the Portland area. On top of that, we've done Scout ceremonies, ballgames, change of command ceremonies and a bunch of other things too."

"That's not bad for 29 volunteers. The McChord Honor Guard has about 240 people to do 600 funerals a year."

The wing financial management office lost one of its newest workers on February 4. Christina Dampier, who joined the crew eight-months ago after she and her family were evacuated from Manama, Bahrain, has taken a new position at Fort Richardson in Alaska. "It's a promotion back to the pay grade I held in the Middle East," she said, "and Alaska is a place my husband and I have always wanted to live."

Mrs Dampier was in the Middle East during the first gulf war. "I was a soldier there when I met Tony, my husband," she said. "I almost shot him. I was on guard post in a .50 caliber gun emplacement in his backyard in Saudi. Tony, who is a British citizen, had locked himself out of his house and was trying to break in. No one had told us there were still people living there."

"When we got everything straightened out, he brought me out a cup of tea."

Mrs Dampier spent a few years after the wedding working for contracting firms in Saudi Arabia. When they moved to Bahrain, she got her first job with Civil Service.

She and Tony have two girls Hailey and Morgan, ages 10 and 12.



Hello all, I'm your new Ground Safety Manager. I once heard a saying that has stuck with me through the years and I believe it is still valid today.

"Safety is like an anniversary; it only hurts when you forget it. An effective safety program is a proactive safety program. A reactive program is costly in terms of valuable Air Force resources, primarily the loss of human lives."

Let us all be proactive in our daily duties at work, play and home.

Be Safe and Be Aware.

MSgt Michael J. Clarke
Ground Safety Manager
939th ARW/SEG
Ext. 5-4205

Ground safety report

Motorcycle fatalities on the rise

By 1st Lt. Devin Asbury
Air Education and Training Command Public Affairs

RANDOLPH AIR FORCE BASE, Texas (AETCNS) — If it's dumb, dangerous or different, don't do it. That's the warning Air Education and Training Command safety officials want young motorcyclists to keep in mind when riding. Air Force members ages **18-26** continue to face the greatest risk for single-vehicle motorcycle deaths with 60 percent of this year's motorcycle fatalities falling into this age group. "As the popularity of motorcycles has increased so has the number of fatalities among young people," said Ron Kirby, AETC ground safety manager. This year, 10 people in the Air Force and three AETC members in this age bracket died while riding motorcycles. According to AETC safety statistics, single-vehicle accidents caused by operator error are the cause of the majority of motorcycle deaths this year.

Currently, 12 of the Air Force's 16 overall deaths and two of three deaths in AETC were caused when riders lost control or were operating recklessly. "All the single-vehicle mishaps are preventable, since it's the rider's fault," Mr. Kirby said. The grim news is most of the riders have the proper gear and training, but they have been riding too fast and not exercising risk management, said Senior Master Sgt. Robbie Bogard, AETC traffic safety program manager. "People need to realize when they're riding a high-performance motorcycle; sometimes the motorcycle is going to get them into situations the laws of physics aren't going to allow them to get out of," Sergeant Bogard advised. "That's where people have to do an on-the-fly risk management assessment. If you go into a curve too fast, no matter how good of a rider you are, no matter how good of a motorcycle you have, at some point you're going to be overcome by the laws of physics."

In addition to wearing the **proper equipment, attending training and exercising proper risk management techniques**, motorcyclists are reminded not to drink and

drive. Currently, the Air Force has only one alcohol-related motorcycle death. Sergeant Bogard also advised riders to continuously review their safety level by asking themselves, "Is it dumb, dangerous, or different?" If it falls into any of these categories, riders should proceed with caution or not complete the action. "Every motorcycle accident is not about a rate or a number increasing, it's a loss for a family, friends and to the Air Force mission," said Sergeant Bogard. "In the long run, that's what we're trying to prevent." Air Force Instruction 91-207, "The U.S. Air Force Traffic Safety Program," directs that motorcycle riders wear a protective helmet that meets or exceeds Department of Transportation standards. In addition, riders must use impact-resistant goggles or full-face shields on their helmets. Brightly colored contrasting protective jackets or long-sleeved clothing are suggested for daytime riding and reflective garments for driving at night. Use of full-fingered gloves is required and leather boots or over-the-ankle shoes are strongly encouraged.

For more information on motorcycle safety or motorcycle training courses visit the Air Force Safety Center Web site at:

http://afsafety.af.mil/AFSC/RDBMS/Ground/motorcycle_training_page.htm

http://afsafety.af.mil/AFSC/RDBMS/Ground/motorcycle_training_page.htm

(I wanted to reprint this article for all our motorcycle personnel since they are itching to be on the road after the long winter.

Here is an additional link to an individual who learned a hard lesson, but lived;

<http://www.cmyoung.com/bikewreck.html>

MSgt Michael J. Clarke
939ARW Ground Safety Manager)

FLYING THROUGH THE WINTER STORM

by Maj Jade Beam
64th ARS Flight Safety Officer

Recently, we had quite a winter storm. It dumped nearly a foot of snow and several inches of freezing rain on the greater Portland area.



The storm shut down schools, Interstate highways, our own air base, and even the Portland international airport's runways and taxiways. I've heard many people asking why the airport closed. "You mean we have the

technology to put a robot on Mars yet those fancy jets can't fly through a little bad weather?" my next door neighbor lamented to me. I heard one disgruntled airline passenger growl to a television news crew that the only reason her flight was cancelled was because the airline didn't want to spend the money to deice the airplanes! While it's true that deicing aircraft is expensive, this frustrated lady couldn't have been more misinformed.

Modern aircraft can do some amazing things. Several commercial carriers fly specially certified aircraft capable of flying an approach to a runway with no visibility or ceiling. You literally couldn't see your hand in front of your face. Unfortunately, the combination of snow, ice, and low temperatures this storm brought made for a hazardous witch's brew of conditions that would have grounded even the most advanced aircraft and airports.

When freezing precipitation lands on an airplane's wing in the form of snow, freezing rain, or even frost, the pilot is required by the FAA to have it removed before flight. Utilizing



what the FAA terms the "clean wing concept", ground crews spray the wings and control surfaces with one of two solutions. One is a **deicing** fluid, the other is an **anti-icing** fluid. The deicing fluid is a mix of water and deicing agent (usually glycol, a form of alcohol) that is heated to 140 degrees F at the tip. This mixture melts any accumulated

ice, snow, or frost from the wing and then runs off so as not to change the shape of the wing and affect its flying properties. This deicing fluid is utilized by itself when there is no precipitation falling.

The anti-icing fluid is pure glycol with no additional water mixed in. This mixture is the consistency of warm honey and coats the wing with thin film of protection that prevents precipitation from adhering to the wing. It is formulated to flow off the wing at between 80 and 100 knots but usually requires the aircrew to make corrections to the speed at which they rotate and climb out.

Why couldn't they have used this during our winter deluge you ask? The problem with the anti-icing fluid is that as precipitation falls on top of it, the fluid becomes



diluted, eventually to the point that it doesn't prevent ice adhesion to the wing. Pilots use what's called a "holdover time" to ascertain the effectiveness of the fluid. However, depending on the temperature, type of precipitation, and time since application, the time the fluid is truly effective could be as short as a few minutes. Based on temperatures and the moderate freezing rain we received during the "big one", the holdover time in the charts is zero. This means the aircraft couldn't have safely taxied to the runway after being sprayed for takeoff as ice would have accumulated on the wing's surface prior to takeoff.

Unfortunately, this very thing happened in 1992 when an Air Florida Boeing 737 flying from Washington National to Fort Lauderdale crashed into the Fourteenth Street Bridge on the Potomac River shortly after takeoff in heavy snow. The NTSB's findings stated that the primary causes for the accident were mainly due to delays after the aircraft was deiced/anti-iced coupled with the pilot's lack of attention to a large snow accumulation on his wings and exterior flight instruments. Pilot education has greatly improved since this accident. Unfortunately, it took the death of 79 people to point this lack of education out.

Portland's recent winter storm had wide-ranging effects on many people's lives. As strange as it sounds, fortunately for Portland travelers, both the airlines and the Port of Portland made a very tough decision to close the airport enhancing all of our safety. After all, any loved ones you're visiting would rather see you a few days late than not at all.